

IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently amended) A method of determining acceleration of a motor vehicle, the method comprising:

obtaining by measurement a first signal representing vehicle speed, differentiating, by a microprocessor, the first signal with respect to time, and low pass filtering, by the microprocessor, the first signal to provide a first filtered acceleration signal;

obtaining, by the microprocessor, a second filtered acceleration signal by calculating a net driving force acting on the vehicle, calculating an estimated vehicle acceleration from the net driving force, and high pass filtering the estimated vehicle acceleration; and

adding, by the microprocessor, the first and second filtered acceleration signals to obtain an output signal representing vehicle acceleration.

2-3. (Canceled)

4. (Previously presented) The method as claimed in claim 1 wherein net driving force is obtained by subtracting vehicle braking force from driving force applied through driven vehicle wheels.

5. (Previously presented) The method as claimed in claim 1 wherein net driving

force is supplied to an adaptive vehicle model to obtain an estimate of vehicle acceleration.

6. (Previously presented) The method as claimed in claim 5 wherein net driving force is high pass filtered before being supplied to the adaptive model.

7. (Previously presented) The method as claimed in claim 1 wherein the high pass filtering is carried out by low pass filtering and subtracting the low pass filtered signal from the unfiltered signal.

8. (Previously presented) A device for determining acceleration of a motor vehicle, the device comprising:

a microprocessor configured to

receive a first signal representing measured vehicle speed, differentiate the first signal with respect to time, and cause the first signal to be low pass filtered to provide a first filtered acceleration signal,

calculate a second filtered acceleration signal by calculating a net driving force acting on the vehicle, calculating an estimated vehicle acceleration from the net driving force, and high pass filtering the estimated vehicle acceleration, and

add the first and second filtered acceleration signals to obtain an output signal representing vehicle acceleration.

9-10. (Canceled)